

SECRET

CLASSIFICATION ~~SECRET-CONTROL~~ / US CONFIDENTIALITY

COUNTRY Soviet Zone of Germany REPORT

TOPIC Reserve Status of 30-Ton Flatcars in the Soviet Zone

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 18 November 1949

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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1. It appears that the comment on a report [redacted] has led to a misunderstanding. It was stated in this comment that the flatcars ordered prepared for transit operations are assumed to be included in the 7,000 railroad cars to be made available for the Soviets, as previously reported. This means that a total of 7,000 freight cars of all types are to be held in reserve, including the flatcars mentioned in the report [redacted]. A maximum of fifteen hundred to two thousand flatcars of 30 or more tons are assumed to be available throughout the Soviet Zone of Germany.
2. No special assembly areas were mentioned by the SMA for the reserve of 7,000 railroad cars. They will be distributed throughout the Soviet Zone in accordance with available yard space.

Individual reports on cars assembled at various points indicate the following:

Place	No.	Freightcars
PLAUEN (M 51/K 21)	180	
GRABOW (M 54/T 52)	60	
PASEWALK (N 54/Q 16)	40	
PERLEBERG (M 54/T 70)	60	
PAULINENAU (N 53/Z 36)	30	
FRANKFURT/Oder (O 53/V 63) -		
WERBIG (O 53/Z 55) Line:	250	
PRIORT (N 53/Z 54) - POTSDAM		
Line (N 53/Z 63):		
NAUEN (N 53/Z 45) - KETZIN		
(N 53/Z 44) Line:		Several hundred of all types
Between the WUSTERMARK (N 53/Z 55) marshalling yard and WUSTERMARK		
HALLE (M 52/D 92) RR district	960	

CLASSIFICATION

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 15 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2003

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Class. Changed To: TS S C

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It is assumed that 800 to 1,000 freight cars of various types have been assembled in each railroad district. In the order relative to railroad winter preparations, the target date set for assembly of the 7,000 freight cars was 1 October 1949. It may be assumed that this date was met, although this has not been confirmed. Since only serviceable freight cars were to be put in reserve, it seems improbable that cars needing repair have been included. The cars needing repair are probably urgently required.

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